ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

7100.8B

7/23/93

SUBJ: STANDARD INSTRUMENT DEPARTURE (SID)

1. PURPOSE. This order provides guidance for management of the SID program and for the development and review of SID's.

2. DISTRIBUTION. This order is distributed to selected offices in Washington and regional headquarters, Aeronautical Center and FAA Technical Center; all Air Traffic/Flight Standards field facilities, International Aviation field offices.

3. CANCELLATION. Order 7100.8A, Standard Instrument Departure (SID), dated June 19, 1985, is canceled.

4. BACKGROUND. The SID program was developed to reduce pilot/controller workload and communications by providing a preplanned departure procedure printed in graphic and textual form. SID's should be simple, understandable, and applicable to current air traffic control (ATC) radar/nonradar operations. This order provides guidelines to standardize the publication of SID procedures.

5. DEFINITIONS.

a. Standard Instrument Departure. A preplanned instrument flight rule (IFR) ATC departure procedure published for pilot use in graphic and/or textual form. SID's provide transition from the terminal to the appropriate en route structure.

b. Pilot Navigation (Pilot Nav) SID's. SID's established where the pilot is primarily responsible for navigation on the SID route.

c. Vector SID's. SID's established where ATC provides radar navigational guidance to a filed/assigned route or to a facility depicted on the SID.

d. SID Transition. A published procedure used to connect the basic SID to one of several en route airways/jet routes.

6. RESPONSIBILITIES.

a. Air Route Traffic Control Centers (ARTCC) shall:

(1) Initiate timely action to develop, revise, or cancel SID's; assure that SID's accurately reflect actual operating practices and are accurately charted.

(2) Coordinate each new/revised procedure with the affected user organizations, managers, operators, and other ATC facilities. * Requests for the Flight Inspection Field Office (FIFO) to accomplish the requirements of paragraph 6b of this order shall be made to the regional Flight Standards Division through the regional Air Traffic Division.

(3) Ensure that all data is complete and accurate PRIOR to submission; e.g., mileages, minimum en route IFR altitudes (MEA), text, procedural data notes, fix names, computer codes, remarks, etc. Much of this information can be obtained and verified through the FIFO. *

(4) Coordinate the environmental aspects of SID procedures to ensure that appropriate requirements have been met in accordance with the current edition of Order 1050.1, Policies and Procedures for Considering Environmental Impacts. Submit a statement summarizing environmental aspects of all new/revised SID's to the regional Air Traffic Division. NOTE: The aviation noise abatement policy and the current edition of Order 1050.11, Noise Control Planning, place primary responsibility on the airport proprietors for planning and implementing action designed to reduce the effect of noise on residents of the surrounding area. Airport proprietors can propose to the Federal Aviation Administration (FAA) preferential departure flight tracks. Changes in preferential departure flight tracks under 3,000 feet above ground level require an environmental assessment from the governmental agency requesting the change.

(5) Initiate airspace actions when airways/routes can be efficiently designed to provide for the simplification or cancellation of SID procedures.

(6) Conduct, as a minimum, an annual review of existing SID's for accuracy, simplicity, standardization, obsolescence, and adherence to criteria in this order and the latest edition of Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS) and Order 8260.19, Flight Procedures and Airspace. A copy of the review will be forwarded to the appropriate regional * office by June 1 of each year.

b. Flight Inspection Field Office (FIFO) at the request of the Regional Air Traffic Division (ATD) shall: *

(1) Verify that SID's meet obstacle clearance requirements.

(2) Verify courses, distances, and fix/waypoint coordinates as required.

(3) Flight check as necessary to assure practicality and facility performance.

* (4) Verify that the MEA provides minimum obstacle clearance altitude (MOCA), minimum reception altitude (MRA), communications with ATC and airspace requirements. *

c. Regional Air Traffic Divisions (ATD) shall:

(1) Manage the regional SID program.

* (2) Review each new or revised SID procedure to ensure accuracy and compliance with the provisions of this order. Forward the original signed procedure, two additional copies of FAA Form 7100-1 (SID - Standard Instrument Departure) and attached graphic portrayal, plus two copies of the applicable FAA Form 8260-2 (Radio Fix and Holding Data Record) to the National Flight Data Center (NFDC), ATM-600, attention: ATM-613. *

(3) Evaluate each facility's annual review.

d. National Flight Data Center (NFDC) shall:

(1) Review and validate facility and routing data.

(2) Ensure accuracy of the procedure.

(3) Verify ATC SID/SID transition name(s) and computer code(s).

(4) Coordinate any errors or suggested changes with the regional office.

(5) Assign an effective date and publish the narrative description via the National Flight Data Digest (NFDD) authorizing the charting agencies to chart the procedure.

7. ORIGINATION OF NEW/REVISED SID's.

a. Recommendations may be submitted by users, airport proprietors, air traffic facilities, regional offices, or FAA headquarters offices.

b. Recommendations shall be submitted to the ARTCC serving the SID location.

c. Originators shall consider, as a minimum, the following guidelines when submitting recommendations:

(1) The SID should provide for a significant user/system benefit.

(2) The SID should reduce pilot/controller communications and workload.

(3) To the extent that the IFR departure procedure and the SID are coincident, the wording shall be the same.

(4) SID's may be established to specify standard nonchanging altitude restrictions due to traffic congestion or coordination. To the extent practicable, keep crossing altitude restrictions to a minimum.

* (5) SID's shall include the geographical coordinates with datum specified; e.g., NAD 83, for all NAVAID's, fixes, and waypoints on the basic SID and each transition. *

8. DEVELOPMENT CRITERIA.

a. General.

(1) SID procedures must be simple and easily understood. Use only those NAVAID's, fixes, or waypoints essential to control air traffic. Avoid depicting other data as this leads to undesirable chart clutter.

(2) A SID/SID transition should be developed to accommodate as many different types of aircraft as possible, as opposed to developing one SID for high performance aircraft and another for lower speeds/altitudes.

(3) Commence SID's from a runway, an airport, or a fix serving one or more runways or airports.

(4) Terminate SID/SID transitions at the first overflown NAVAID/fix/waypoint used to define high altitude jet routes, area navigation (RNAV) routes, or low altitude airways. Waypoints are not depicted on en route charts except in Alaska. Procedures for turbojet aircraft shall terminate at fixes depicted on en route high * altitude charts. Label routes as RNAV only when that is the sole means of navigation utilized. Annotating waypoints as WP in the text and narrative on the supporting FAA Form 8260-2, and the graphic portrayal alerts cartographers to depict the fix as a waypoint rather than an intersection or distance measuring equipment (DME) fix. *

(5) SID procedures are depicted in one of two basic forms as follows.

(a) Pilot Nav SID's are established where the pilot is primarily responsible for navigation on the SID route. Facilities should limit the use of radar vectors in Pilot Nav SID's to one initial heading after departure. After a pilot joins the SID/SID transition, the pilot is expected to navigate throughout the * remainder of the SID route. Terminate the SID at the first en route fix or facility appropriate to the altitude structure being flown. *

* Do not use SID's to depict preferential departure routes or arrival routes into other terminal locations. If traffic flow supports these types of routes, initiate rulemaking airspace action to establish new routes in accordance with Federal Aviation Regulation (FAR) Part 95. *

(b) Vector SID's are established where ATC provides radar navigational guidance to a filed/assigned route or to a facility depicted on the SID. They should be established at radar facilities in preference to Pilot Nav SID's except when terrain, inter/intrafacility coordination or other safety related factors require the use of a Pilot Nav SID. Vector SID's may include altitudes, departure clearances/instructions, and any lost communication procedures which are required for the safety of aircraft operations. Do not include transitions on a vector SID; by definition, ATC will vector the aircraft on the SID.

(6) Avoid the use of DME arcs.

(7) SID's should be compatible with local flow traffic management concepts.

(8) Use notes only to provide certain items of an informational nature or when limitations are necessary; restrictions or equipment requirements (such as DME required); or to provide cautionary information to aircraft operating at uncontrolled airports. Do not include items of an ATC clearance in notes.

(9) Enter the appropriate MEA information, verified by the FIFO, on FAA Form 7100-1 narrative portion and the graphic portrayal.

b. Naming and Numbering of SID's.

(1) Vector SID's shall normally be named to correspond with the terminal control facility name; e.g., Miami One Departure. The term "COMMON" shall not be used. Other names for use are by: NAVAID, fix, or geographical area name (to include city name or airport name).

(2) Pilot Nav SID's shall normally be named to correspond with the fix name where the basic SID route segment terminates. When two or more SID's terminate at a common fix, only one of the SID's shall be named for that fix. The other SID shall be named after the city name, airport name, or geographical area name in that order of preference.

(3) Do not use names which imply direction as part of the name; e.g., North, East, etc. Do not use duplicate SID names and avoid the use of similar sounding SID names.

(4) When a single SID procedure serves two or more airports, the SID name, text, procedure and transitions shall be identical; however, the initial takeoff instructions may vary by airport to ensure obstruction clearance. These instructions should agree with departure instructions noted on FAA Form 8260-15, Departure Procedures/Takeoff Minimums, for the airport. These SID's will be published under the respective airport names.

(5) SID transition names shall always correspond with the fix where the transition route ends.

(6) When SID's or individual transitions are developed for limited application, identify such procedures by suffixing the words "(VECTOR)," "(PILOT NAV)," or "TRANSITION" with the following appropriate contractions; "(HI)," "(LO)," "(COPTER)," "(STOL)," or "(PROP)," e.g., "EAGLE (PILOT NAV) (HI)," or "EDDIE (HI)." When a SID suffix indicating limited application applies to the SID and to all transitions, that suffix shall not be repeated in the transition name.

(7) Number each original SID procedure "one"; e.g., "Dave One Departure." Number subsequent revisions in numerical sequence through "nine" and then start over at "one." Renumber SID's only * when procedural changes are made. Procedural changes are changes that affect the actual procedure, e.g., fix, course, altitude or published minimum. Do not renumber the SID if individual transitions are cancelled or if minor editorial changes are made. Minor editorial changes are minor corrections not affecting the actual procedure itself, e.g., changes in facility frequencies, addition of satellite airports, variation changes, etc.

c. Computer Identification Codes for SID's.

(1) SID computer codes will be assigned by using the abbreviated name of the SID ("NAVAID" three-letter identifier, "geographical area" four-letter identifier, or "intersection" five-letter name), followed by a numeral (1 through 9), then a dot, followed by the identifier/name of the exit fix. Examples: The exit fix for the Fayetteville One Departure is the Fayetteville VOR (FAY); the computer code is FAY1.FAY. The exit fix for the Dallas Eight Departure is the DFW VORTAC; the computer code is DALL8.DFW. The exit fix for the Gromo Two Departure is the GROMO intersection; the computer code is GROMO2.GROMO.

(2) SID transition computer codes are similarly assigned. The SID transition code is assigned by using the basic SID identifier and number as noted above, followed by a dot, followed by the transition fix identifier/name. Examples: If the Columbia transition appended to the Fayetteville One Departure; the computer code is FAY1.CAE. The Shreveport transition appends the Dallas Eight Departure; the computer code is DALL8.SHV. The PAPPS transition appends the Gromo Two Departure; the computer code is GROMO2.PAPPS. *

d. NAVAID/Fix Description.

(1) Develop SID's on the basis of VORTAC NAVAID's wherever possible to provide service to both VOR and TACAN equipped aircraft.

(2) All NAVAID's, radials, and DME distances depicting route segments shall be clearly indicated on all Pilot Nav charts. DME-fix mileages shall be based on NAVAID's defining the SID course and not the NAVAID defining the crossing radial which makes up the fix.

e. SID/SID Transition Route Information.

* (1) Always include a textual description of the routing in the procedural data section of FAA Form 7100-1. *

(2) To ensure correct publication of all data, submit a graphic illustration of all information included on the narrative.

(3) A SID may have one or more transitions. Transitions may be common to more than one SID.

f. Obstacle Clearance.

(1) Criteria for obstacle clearance is contained in * Orders 8260.3 and 8260.19. The FIFO verifies obstacle clearance and/or MEA data for all SID routes submitted by the ARTCC. *

(2) Crossing restrictions may be established for traffic separation or obstacle clearance.

(3) The symbol "T" shall be added as a procedural data note when nonstandard IFR takeoff minimums or departure procedures exist; e.g., Chart "T" symbol.

* g. Communications.

(1) The minimum frequency requirement for depiction is one VHF and one UHF (where available) for automatic terminal information system (ATIS)/automated weather observation system (AWOS), clearance delivery, ground control, tower, and departure control frequencies. Where the departure control frequency is sectorized, the graphic depiction may be divided with each sector departure frequency displayed on the graphic. Include a narrative description of each sector. When there is no terminal facility involved, include one UHF and one VHF center frequency and the appropriate automated flight service station/flight service station (AFSS/FSS) frequency. Where available, include the common traffic advisory frequency (CTAF). *

(2) Control frequencies shall not be included in the departure clearance text.

(3) Lost communication procedures that are different from FAR 91.185 must be clearly explained. Lost communication routings depicted on Vector or Pilot Nav SID's shall ensure obstacle/terrain clearance, adequate NAVAID reception, or, as needed, traffic separation. On vector SID's pilots must be able to proceed safely from any point during the vector to a depicted routing.

9. PROCESSING AND PUBLICATION. Regional ATD's shall establish processing priorities in coordination with ARTCC's and NFDC.

a. Civil SID's.

(1) During coordination with FIFO, ARTCC's shall submit FAA Form 8260-2 in accordance with Order 8260.19 for all new, revised, or canceled fixes established on SID's.

(2) Prior to submission to the regional office, ARTCC's shall obtain approval and signature from all affected air traffic control facilities.

(3) To ensure publication on schedule submit any new or revised SID to the FIFO at least 20 weeks prior to the desired * effective charting date. This allows the FIFO adequate time to verify all required data and enables flight inspection of the procedure in a timely manner.

(4) After the procedures are coordinated and completed, ARTCC's shall submit FAA Form 7100-1 (one clear original and four copies), two copies of the applicable FAA Form 8260-2, and a listing of all affected preferrred route changes to the regional ATD.

(5) Regional ATD's shall submit FAA Form 7100-1 (original signed procedure and two copies) with attached graphics, two copies of the applicable FAA Form 8260-2, and applicable preferred route changes to NFDC.

(6) To ensure publication on schedule, submit all data to arrive at NFDC at least 10 weeks prior to desired effective date. NOTE: SID's may be effective only on airspace charting dates and are not published in Change Notices. Include the requested publication date in the cover letter.

(7) NFDC publishes the narrative description of the SID (FAA Form 7100-1) in the NFDD prior to the cutoff date for the desired charting date. This will give charting agencies adequate time for charting.

(8) Facilities shall use the NFDD to: VERIFY ACCURACY, TO ENSURE THAT PROCEDURES HAVE BEEN PROCESSED, AND TO ALERT FACILITY AUTOMATION PERSONNEL OF THE EFFECTIVE DATES OF NEW/REVISED PROCEDURES. *

* (9) Facilities must take immediate corrective action whenever errors are discovered. Immediately notify NFDC to correct charting errors or mistakes in the NFDD which affect flying safety. It is sometimes possible to make minor editorial corrections up to the charting cutoff date. Direct telephone coordination with NFDC is authorized for such corrections provided all required coordination/notification is accomplished. Corrections will be made as follows:

(a) Charting errors will be corrected by NFDC issuing a FDC NOTAM indicating the correction.

(b) Other errors/omissions noted after cut off dates will be corrected by the submitting agency issuing a Temporary NOTAM; then, NFDC will republish the corrected SID by NFDD using the NOTAM date as the effective date. *

(10) ARTCC's should retain copies of the latest FAA Form 7100-1 published in the NFDD for reference when submitting revisions or corrections. Complete all blocks on FAA Form 7100-1.

* (11) After appropriate coordination, ARTCC's shall submit SID cancellation requests and a listing of affected preferred route changes to the regional ATD. An information copy of the cancellation request and the Form 7100-1 shall be forwarded to the FIFO; however, FIFO signature is not required for SID cancellation. Regional ATD's shall submit three copies of FAA Form 7100-1 and the preferred route changes to NFDC to arrive at least 10 weeks prior to the requested cancellation date. The form must include the name and number of the SID and all affected airports with associated city/state. *

b. Military SID's.

(1) Military SID's are not handled or published in the same manner as civil SID's. Approval authority for SID's within airspace delegated to the military rests with the military, with the exception of the United States Army. The FAA develops U.S. Army SID's in accordance with FAA Order 8260.15. All military SID charts are published as individual charts by the Defense Mapping Agency Aerospace Center for issuance at the respective military airports/heliports.

NOTE: Military SID's should be named and numbered in accordance with the criteria outlined in this order.

(2) FAA requires that all military SID's be coordinated with FAA ATC facilities or regions when such SID's affect the National Airspace System (NAS). ARTCC's/regional ATD's shall assist the military in coordinating the procedures and in obtaining computer codes from NFDC to ensure that the procedures are properly interfaced with the NAS. Military procedures are NOT sent to ATM-600.

(3) Regional ATD's shall review military SID's at least annually and make appropriate recommendations to the responsible military offices for improvement of the NAS. ARTCC's/regional ATD's should encourage the military to apply concepts in this order insofar as it is practicable.

(4) When military SID's affect airspace under the jurisdiction of FAA facilities, those facilities/ARTCC's shall maintain copies of the SID's.

c. FAA Form 7100-1 Instructions. Block:

(1) Departure Route Description. Provide a textual description of the SID departure route. Include only information * pertinent to the departure procedure. In parentheses, include any MEA's and/or MOCA's that are desired; e.g., (MEA 5000, MOCA 2500). *

(1b) Lost Communications Procedures. Enter lost communications procedures, if required, to be included in the textual * description. Leave blank when procedures are the same as in FAR 91.185. *

(2) Transition Name/s. Name of each transition.

(3) Transition Routes.

(a) From Fix/NAVAID. Fix/NAVAID where each transition begins.

(b) To Fix/NAVAID. Fix/NAVAID where each transition ends.

(c) Via Transition Route. Description of each transition route.

* (d) MEA. MEA along transition route. By definition, this altitude also encompasses the MRA. If transitions share a common segment, make sure the MEA for that segment is the same for each transition. If it is the intention to have different MEA's on a common segment, note that in block (6) Remarks. *

(e) MOCA. MOCA along transition route.

* (f) MAA. MAA along transition route.

NOTE: MOCA and MAA are listed on the form as an aid to the controller. Do not publish them on the graphic portrayal as they would confuse the pilot and have an adverse human factors impact on the safety and efficiency of the SID. *

* (g) Distance. Enter distances between fixes on the transition route in miles and hundredths of a mile; e.g., 78.65NM. Charting agencies round as necessary to publish the information.

(h) Transition Computer Code. Enter computer identification code per paragraph 8c. *

(i) Crossing Altitudes/Fixes. Enter any required crossing restrictions for each transition.

(4) Procedural Data Notes. Any information that is to appear in note form on the graphic depiction; e.g., DME required; chart "T" symbol; sector departure control information; minimum climb rate information, etc.

* (5) Communications. Enter name of radio communications to be charted; e.g., ATIS, AWOS, CTAF, clearance delivery, departure control, etc. Specify frequency only if different than what is currently published for the facility or unique to the procedure. *

(6) Remarks. Any additional charting instructions. Any procedural data notes not to be charted may be added here by the FIFO or ARTCC for controller information.

* (7) Fixes and/or Holding Patterns. Enter only fixes or NAVAID's for which charting is requested that are not included in the textual description of the SID (paragraph 9c(1) or SID transition routes (paragraph 9c(3)). Ensure that the accompanying * FAA Forms 8260-2 contain appropriate charting instructions for holding patterns supporting the SID.

(8) Airports Served. List all airports, city, and two-letter state code served by the SID.

(9) Departure Name. Enter name of SID.

(10) Number. Enter SID number (spelled out).

* (11) SID Computer Code. Enter computer identification code per paragraph 8c. *

(12) Superseded Number. SID number superseded by this procedure.

(13) Dated. Date of superseded procedure.

(14) Effective Date. Effective date of the new SID procedure (coordinated with NFDC).

* (15) Graphic Portrayal for Charting Guidelines. Include an up-to-date, clear graphic depiction of the procedure. Do not include a text write-up of transitions or departure route. *

(16) Other Pertinent Data. Use this space for additional comments to assist the charting agency.

(17) Reason for Changes Submitted. List reasons for revising the procedure; e.g., relocation of NAVAID's, sector boundary, realignment of airways, etc.

d. FAA Form 7100-3 Instructions. Use this form as a continuation sheet with Form 7100-1, if required.

* 10. FORMS AVAILABILITY. Initial supply of revised forms will be sent to all affected facilities by July 1993. Additional forms will be stocked in the Logistics Center and available under NSN's listed below after August 1993.

a. SID - Standard Instrument Departure (Pilot Nav or Vector) FAA Form 7100-1; NSN: 0052-00-869-0002; Unit of issue: sheet. *

b. Standard Instrument Departures (continuation sheet), FAA Form 7100-3; NSN: 0052-00-869-2002; Unit of issue: sheet.

Harold W Becker

for L. Lane Speck
Director, Air Traffic Rules
and Procedures Service

APPENDIX 1. SAMPLE SID-STANDARD INSTRUMENT DEPARTURE (FAA Form 7100-1)

US Department of Transportation
Federal Aviation Administration

SID — Standard Instrument Departure

Check One: [X] Pilot Nav [ ] Vector

1. Bearings, headings, courses and radials are magnetic.
2. Distances are in nautical miles.
3. Altitudes are minimum altitudes unless otherwise indicated.

(1) Departure Route Description:

See attached Form 7100-3

(1b) Lost Communication Procedures:

(2) Transition Name/s:

(3) Transition Routes

From FIX/NAVAID (a)	To FIX/NAVAID (b)	Via Transition Route (c)	MEA (d)	MOCA (e)	MAA (f)	DIST (g)	Transition Computer Codes (h)	Crossing Altitudes/Fixes (i)
CCC VORTAC	SHERL.INT	CCC R-213	7000	3000		43	CSTL1.SHERL	
CCC VORTAC	GEDIC.INT	CCC R-215	18000	3000		50	CSTL1.GEDIC	

(4) Procedural Data Notes:

Note: Runway 33: 297 feet per NM rate of climb required when weather is below 700-1.
(The above note is for Bradley Airport ONLY)
Chart "T" Symbol.

(5) Communications:

See attached Form 7100-3

(6) Remarks: Chart J121 and A523 from SHERL INT. Chart J174 and A300 from GEDIC INT.
DO NOT CHART ARROWS FROM RUNWAYS

(7) Fixes and/or Holding Patterns:

HTO, JFK

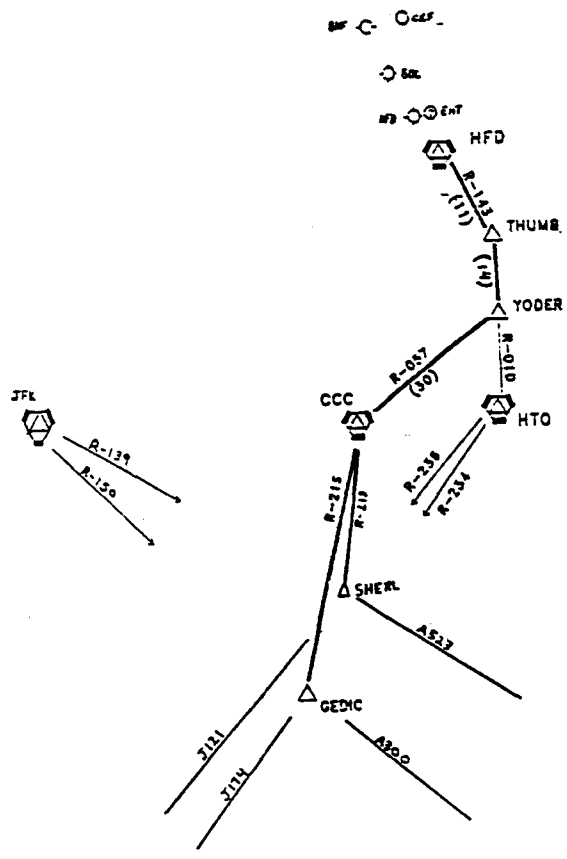
(8) Airports Served

Airport Name	Bradley International	City/State	Windsor Locks CT
Airport Name	Barnes Municipal	City/State	Westfield MA
Airport Name	Westover ARB/Metropolitan	City/State	Springfield/Chicopee MA
Airport Name	Hartford-Brainard	City/State	Hartford CT
Airport Name	Rentschler Field (PRIVATE)	City/State	East Hartford CT
Airport Name		City/State	
Airport Name		City/State	

(9) Departure Name	(10) Number	(11) SID Computer Code	(12) Superseded Nr.	(13) Dated	(14) Effective Date
COASTAL (HI)	One	CSTL1.CCC			

FAA Form 7100-1 (7-93) Supersedes Previous Edition

(15) Graphic Portrayal for Charting Guigelines:



(16) Other Pertinent Data:

SHERL Transition for traffic filed J121 or A523 ONLY
GEDIC Transition for traffic filed J174 or A300 ONLY

(17) Reasons for Changes Submitted:

New Procedure

	Name *(Typed and Signed)*, Title and Organization		Date
Developed By	GARY D. LAVIMONIERE, Airspace & Procedures Specialist Boston ARTCC		
Approved By	FIFO	James Y. Kakazu, Manager AVN-270	
	Reg. ATD	William F. Maloney, Manager, System Management Branch, ANE-530	

*U.S. G.P.O.:1993-343-273:80127

US Department of Transportation
Federal Aviation Administration

☒ SID - (Standard Instrument Departure) (Continuation)
☐ STAR - (Standard Terminal Arrival) (Continuation)

1. Bearings, headings, courses and radials are magnetic.
2. Distances are in nautical miles.
3. Altitudes are minimum altitudes unless otherwise indicated.

Continuation

(1) Departure Description:

DEPARTING BRADLEY INTERNATIONAL AIRPORT: - TAKEOFF RUNWAY 6 - Turn right heading 075° or as assigned for Radar Vectors to HFD VORTAC. TAKEOFF ALL OTHER RUNWAYS - Fly Runway heading or as assigned for Radar Vectors to HFD VORTAC. Maintain 4000 feet or assigned altitude. Expect clearance to requested Flight Level ten (10) minutes after departure. From over HFD VORTAC, proceed via the HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then proceed via the CCC R-057 to CCC VORTAC. Then via (transition) or (assigned route).

DEPARTING ALL OTHER AIRPORTS LISTED IN THE BRADLEY AREA - Fly assigned heading and altitude for Radar Vectors to HFD VORTAC. Expect clearance to requested Flight Level ten (10) minutes after departure. From over HFD VORTAC proceed via the HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then via the CCC R-057 to CCC VORTAC. Then via (transition) or (assigned route).

(5) Communications: ATIS - BDL, BAF, CEF, and HFD. BDL - Twr, Clnc Del, Gnd Con, Dep Con. BAF - Twr, Gnd Con, Dep Con.,CEF - Twr, Gnd Con, Dep Con. HFD - Twr, Gnd Con, Dep Con. EHT - Twr, Gnd Con, Dep Con.

Airport Name		City & State			
Name: COASTAL (HI)	Number: One	Computer Code: CSTL1.CCC	Superseded Nr.	Dated	Effective Date

FAA Form 7100-3 (6-86) SUPERSEDES PREVIOUS EDITION